

The Gazette of India

PUBLISHED BY AUTHORITY

No. 26] NEW DELHI, SATURDAY, AUGUST 9, 1958/SRAVANA 18, 1880

NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 30th July 1958 :—

Issue No.	No. and date	Issued by	Subject
112-A	G.S.R. 638-A, dated 25th July 1958.	the Ministry of Food and Agriculture.	The Wheat (Regulation of Use in Roller Mills) Order, 1958.
113	G.S.R. 639, dated 26th July 1958.	the Ministry of Finance	Draft of amendment to be made in the Customs Duties Drawback (Ivory Products) Rules, 1957.
114	G.S.R. 661, dated 30th July 1958.	the Ministry of Food and Agriculture.	Fixation of the ex-factory price of Indian Sugar produced in 1957-58 season.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3—Sub-section (i)

General Statutory Rules (including orders, bye-laws etc. of a general character) issued by the Ministries of the Government of India (other than the Ministry of Defence) and by Central Authorities (other than the Administrations of Union Territories).

MINISTRY OF HOME AFFAIRS

New Delhi, the 29th July 1958

G.S.R. 662.—In exercise of the powers conferred by sub-section (1) of section 3 of the All India Services Act, 1951 (61 of 1951), the Central Government, after consultation with the Governments of the States concerned, hereby makes the following amendments in the Indian Administrative Service (Recruitment) Rules, 1954.

Amendments

In the said Rules—

(I) In sub-rule (1) of rule 4—

(i) in clause (b), for the words

“members of a State Civil Service”, the words “substantive members of a State Civil Service” shall be substituted;

(ii) for clause (c), the following shall be substituted, namely:—

“(c) by selection, in special cases from among persons, who hold in a substantive capacity gazetted posts in connection with the affairs of a State and who are not members of a State Civil Service.”

(II) In rules 8—

(i) in sub-rule (1), for the words “members of a State Civil Service”, the words “substantive members of a State Civil Service” shall be substituted;

(ii) in sub-rule (2), the following words shall be added at the end, namely—

“but who holds a gazetted post in a substantive capacity”.

[No. 13/10/57-AIS(III)-A.]

G.S.R. 663.—In exercise of the powers conferred by sub-section (1) of section 3 of the All India Services Act, 1951 (61 of 1951), the Central Government, after consultation with the Governments of the States concerned, hereby makes the following amendment in the Indian Police Service (Recruitment) Rules, 1954.

Amendment

In the said Rules, in clause (b) of sub-rule (1) of rule 4 and in sub-rules (1) and (5) of the rule 9, for the words “members of a State Police Service”, the words “substantive members of a State Police Service” shall be substituted.

[No. 13/10/57-AIS(III)-B.]

G.S.R. 664.—In pursuance of sub-rule (1) of rule 8 of the Indian Administrative Service (Recruitment) Rules, 1954, the Central Government, in consultation with the State Governments and the Union Public Service Commission, hereby makes the following amendment in the Indian Administrative Service (Appointment by Promotion) Regulations, 1955.

Amendment

In the said Regulations, in sub-regulation (1) of regulation 4, for the words “members of the State Civil Service”, the words “substantive members of the State Civil Service” shall be substituted.

[No. 13/10/57-AIS(III)-C.]

G.S.R. 665.—In pursuance of sub-rule (1) of rule 9 of the Indian Police Service (Recruitment) Rules, 1954, the Central Government, in consultation with the State Governments and the Union Public Service Commission, hereby makes the following amendment in the Indian Police Service (Appointment by Promotion) Regulations, 1955.

Amendment

In the said Regulations, in sub-regulation (1) of regulation 4, for the words “members of the State Police Service”, the words “substantive members of the State Police Service” shall be substituted.

[No. 13/10/57-AIS(III)-D.]

G.S.R. 666.—In pursuance of sub-rule (2) of rule 8 of the Indian Administrative Service (Recruitment) Rules, 1954, the Central Government, in consultation with the State Governments and Union Public Service Commission, hereby makes the following amendment in the Indian Administrative Service (Appointment by Selection) Regulations, 1956.

Amendment

In the said Regulations, at the end of clause (ii) of sub-regulation (1) of regulation 3, the following shall be added, namely:—

“and who is holding that post in a substantive capacity.”

[No. 13/10/57-AIS(III)-E.]

New Delhi, the 31st July 1958

G.S.R. 667.—In pursuance of sub-rule (1), and the first proviso to sub-rule (2), of rule 4 of the Indian Police Service (Cadre) Rules, 1954, the Central Government, in consultation with the Government of Andhra Pradesh, hereby makes the following amendment in the Indian Police Service (Fixation of Cadre Strength) Regulations, 1955.

Amendment

In the Schedule to the said Regulations, in the entries relating to ANDHRA PRADESH, for the entry “Deputy Commissioners of Police (Law and Order, City; Crimes, City; Special Branch, City; Traffic, City; Armed Reserve)” under the heading “Senior Posts under State Government”, the entry “Deputy Commissioners of Police (Law and Order, City; Crimes, City; Special Branch, City; Traffic and Licensing, City; Armed Reserve)” shall be substituted.

[No. 13/31/58-AIS(III)-A.]

G.S.R. 668.—In exercise of the powers conferred by rule 11 of the Indian Police Service (Pay) Rules, 1954, the Central Government, after consultation with the Government of Andhra Pradesh, hereby makes the following amendment in Schedule III to the said Rules.

Amendment

In the said Schedule, under the heading “B-Posts carrying pay in the senior time-scale of the Indian Police Service under the State Governments including posts carrying special pays in addition to pay in the time-scale,” for the entry “Deputy Commissioner(s) of Police (Law and Order, City; Crimes, City; Special Branch, City; Traffic, City; Armed Reserve)” against Andhra Pradesh, the entry “Deputy Commissioner(s) of Police (Law and Order, City; Crimes, City; Special Branch, City; Traffic and Licensing, City; Armed Reserve)” shall be substituted.

[No. 13/31/58-AIS(III)-B.]

G.S.R. 669.—In pursuance of sub-rule (1), and the first proviso to sub-rule (2), of rule 4 of the Indian Police Service (Cadre) Rules, 1954, the Central Government, in consultation with the Government of Madras, hereby makes the following amendment in the Indian Police Service (Fixation of Cadre Strength) Regulations, 1955.

Amendment

In the Schedule to the said Regulations, for the entries relating to “MADRAS”, the following shall be substituted, namely:—

“1. Senior posts under State Government	28
Inspector General of Police	1
Deputy Inspectors General of Police	4
Commissioner of Police, Madras City	1
Deputy Commissioners of Police, Madras City	3
Assistant Inspector General of Police	1
Superintendents of Police	13
Superintendents of Police, C.I.D.	2
Superintendent of Police, Railway	1
Principal, Police Training College	1
Commandant, Malabar Special Police	1

28

2. Senior posts under Central Government	9
	<hr/>
	37
	<hr/>
3. Posts to be filled by promotion in accordance with rule 9 of the Indian Police Service (Recruitment) Rules, 1954	9
4. Posts to be filled by direct recruitment	28
5. Deputation Reserve @ 15 per cent of 4 above	4
6. Leave Reserve @ 11 per cent of 4 above	3
7. Junior posts @ 20-60 per cent of 4 above	6
8. Training Reserve @ 10-59 per cent of 4 above	3
	<hr/>
Direct Recruitment posts	44
Promotion Posts.	9
	<hr/>
Total Authorised Strength	53"
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[No. 13/32/58-AIS.III.]

G.S.R. 670.—In pursuance of sub-rule (1), and the first proviso to sub-rule (2), of rule 4 of the Indian Administrative Service (Cadre) Rules, 1954, the Central Government, in consultation with the Government of Madras, hereby makes the following amendment in the Indian Administrative Service (Fixation of Cadre Strength) Regulations, 1955.

Amendment

In the Schedule to the said Regulations, in the entries relating to MADRAS, for the entry "Additional Director of Industries and Commerce" under the heading "Senior posts under State Government", the entry "Director of Fisheries" shall be substituted.

[No. 13/30/58-AIS(III)-A.]

G.S.R. 671.—In exercise of the powers conferred by rule 11 of the Indian Administrative Service (Pay) Rules, 1954, the Central Government, after consultation with the Government of Madras, hereby makes the following amendment in Schedule III to the said Rules.

Amendment

In the said Schedule, under the heading "B-Posts carrying pay in the senior time-scale of the Indian Administrative Service under the State Governments including posts carrying special pays in addition to pay in the time-scale.", for the entry "Additional Director of Industries and Commerce" under Madras, the entry "Director of Fisheries" shall be substituted.

[No. 13/30/58-AIS(III)-B.]

S. P. MUKERJEE, Under Secy.

New Delhi, the 5th August 1958

G.S.R. 672.—In exercise of the powers conferred by sub-section (1) of section 11 of the Salaries and Allowances of Ministers Act, 1952 (58 of 1952), the Central Government hereby makes the following further amendment in the Ministers' (Allowances, Medical Treatment and other Privileges) Rules, 1957, namely:—

After sub-rule (2) of Rule 3 of the said rules, the following sub-rule shall be inserted, namely:—

"(3) There shall be granted to the Minister of Health with effect from the 1st August, 1958, a sumptuary allowance of Rs. 200/- per mensem."

[No. 14/49/58-Pub.I.]

B. N. JHA, Secy.

MINISTRY OF FINANCE

(Department of Expenditure)

New Delhi, the 30th July 1958

G.S.R. 673.—In exercise of the powers conferred by the proviso to article 309 and clause (5) of article 148 of the Constitution, and after consultation with the Comptroller and Auditor General in relation to persons serving in the Indian Audit and Accounts Department, the President hereby makes the following further amendment in the Revised Leave Rules, 1933, namely:—

In note 1 below sub-rule (b) of rule 14 of the said Rules, for the words “who for want of accommodation in any recognised sanatorium at or near the place of his duty”, the words “suffering from pulmonary tuberculosis who” shall be substituted.

[No. F.7(137)-Est.IV/56.]

C. B. GULATI, Dy. Secy.

(Department of Economic Affairs)

New Delhi, the 31st July 1958

G.S.R. 674.—In exercise of the powers conferred by sub-section (1) of section 8 of the Foreign Exchange Regulation Act, 1947 (7 of 1947), the Central Government hereby makes the following amendment in the Notification of the Government of India in the Ministry of Finance No. 12(11)-F.I./48, dated the 25th August, 1948, namely:—

In the said notification, after clause (b), the following clause shall be inserted, namely:—

“(c) any jewellery or articles made wholly or mainly of gold or of silver”.

[No. F.1(6)-EC/58.]

New Delhi, the 1st August 1958

G.S.R. 675.—In exercise of the powers conferred by sub-section (3) of section 23 of the Foreign Exchange Regulation Act, 1947 (7 of 1947), the Central Government hereby makes the following further amendments in the notification of the Government of India in the Ministry of Finance, No. S.R.O. 45, dated the 12th January 1953, namely:—

In the said notification,—

- (1) after the words “or of Central Excise”, the words “or of Land Customs” shall be inserted;
- (2) after the words “all Superintendents of Central Excise”, the words “or of Land Customs” shall be inserted.

[No. 1(103)-E&P/58-1027.]

A. C. BANERJEE, Dy. Secy.

(Department of Economic Affairs)

(Stock Exchange Division)

New Delhi, the 4th August 1958

G.S.R. 676.—In exercise of the powers conferred by sub-section (2) of section 19 of the Securities Contracts (Regulation) Act, 1956 (42 of 1956), the Central Government hereby appoints the 9th day of August, 1958, as the date on which section 19 of the said Act shall come into force in the area included within the limits of the Ahmedabad Municipal Corporation.

[No. 2/1/SE/EAD/57.]

G.S.R. 677.—In exercise of the powers conferred by sub-section (2) of section 19 of the Securities Contracts (Regulation) Act, 1956 (42 of 1956), the Central Government hereby appoints the 9th day of August, 1958, as the date on which section 19 of the said Act shall come into force in the area included in the Greater Bombay.

[No. 2/5/SE/EAD/57.]

S. S. SHARMA, Under Secy.

(Department of Revenue)

MEDICINAL AND TOILET PREPARATIONS

New Delhi, the 9th August 1958

G.S.R. 678.—In exercise of the powers conferred by section 19 of the Medicinal and Toilet Preparations (Excise Duties) Act, 1955 (16 of 1955), the Central Government hereby makes the following further amendment in the Medicinal and Toilet Preparations (Excise Duties) Rules, 1956, namely—

In the said Rules—

in the Schedule appended thereto—the entry “Haemodrakshomalt” appearing under the heading “Non-Pharmacopaeial Preparations”, sub-heading “MEDICINAL PREPARATIONS” shall be omitted.

[No. 12.]

M. C. DAS, Dy. Secy.

(Department of Revenue)

CENTRAL EXCISES

New Delhi, the 9th August 1958

G.S.R. 679.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendments in the Central Excise Rules, 1944, namely:—

In the said rules—

I. In clause (i) of sub-rule (1) of rule 96B for the words and figure “the word ‘Medium’ where the average count of yarn is 17s or more but is less than 35s”, the following shall be substituted, namely:—

“the words, ‘Lower medium’ where the average count of yarn is 17s or more but is less than 26s; the words ‘Higher medium’ where the average count of yarn is 26s or more but is less than 35s”.

II. In the table appended to clause (iii) of sub-rule (1) of rule 96C for items “(c)” and “(d)” and the entries relating thereto under the column “variety” the following shall be substituted, namely:—

“(c) Higher medium

(d) Lower medium

(e) Coarse.”

[No. 85/58.]

G.S.R. 680.—In exercise of the powers conferred by section 37 of the Central Excises and Salt Act, 1944 (1 of 1944), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following further amendment in the Central Excise Rules, 1944, namely:—

In the said Rules, after sub-rule (1) of rule 96J, the following proviso shall be inserted, namely:—

“Provided that if there is an increase in the rates of duty, such sum shall be re-calculated at the increased rates from the date of increase and the liability for duty leviable on the production of fabrics from that date shall not be discharged unless the differential duty is paid.”

[No. 86/58.]

S. K. BHATTACHARJEE, Dy. Secy.

(Department of Revenue)

CUSTOMS

New Delhi, the 9th August 1958

G.S.R. 681.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (8 of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby exempts goods manufactured in India or the State of Pondicherry and reimported into any customs-port in India or the State of Pondicherry from any foreign port for repairs from the whole of the custom duty leviable thereon, provided that—

- (a) such importation takes place within three years after the exportation of such goods;
- (b) the goods are exported after repairs within six months of the importation, or such extended period not exceeding one year, as the Customs Collector may allow;
- (c) the Customs Collector is satisfied as regards the identity of the goods; and
- (d) no drawback of duty was paid in respect of the goods at the time of the export:

Provided further that the importer executes a bond undertaking—

- (i) to re-export the goods after repairs within six months of the importation, or such extended period not exceeding one year, as the Customs Collector may allow;
- (ii) to produce the goods before the Customs Collector for identification before export; and
- (iii) to pay the duty if the re-export does not take place within the stipulated period.

[No. 227.]

M. A. RANGASWAMY, Dy. Secy.

MINISTRY OF COMMERCE AND INDUSTRY

RUBBER CONTROL

New Delhi, the 29th July 1958

G.S.R. 682.—In exercise of the powers conferred by section 25 of the Rubber Act, 1947 (24 of 1947), the Central Government hereby makes the following further amendment in the Rubber Rules, 1955, published with the notification of the Government of India in the Ministry of Commerce and Industry, No. S.R.O. 1662, dated the 1st August, 1955, namely;

In the said Rules, after rule 3 in the Second Schedule, the following rule shall be inserted, namely:—

“3A. *Revision and amendment of electoral rolls.*—(1) If by reason of the reorganisation of States or any other sufficient cause, it is necessary to revise or amend any electoral roll prepared under rule 3, the Secretary may revise or amend such roll;

(2) The provisions of rule 3 shall, so far as may be, apply in relation to the revision or amendment of an electoral roll under sub-rule (1), as they apply to the preparation of an electoral roll under rule 3.”

[No. 15(7)Plant(B)/58.]

M. S. SADASIVAN, Under Secy.

New Delhi, the 4th August 1958

G.S.R. 683.—In exercise of the powers conferred by section 13 of the Central Silk Board Act, 1948 (61 of 1948), the Central Government hereby makes the following further amendment in the Central Silk Board Rules, 1955, published

with the notification of the Government of India in the Ministry of Commerce and Industry No. S.R.O. 662, dated the 23rd March, 1955, namely:—

In the said Rules, in rule 28, for the existing sub-rule (2) (b) (i), the following shall be substituted, namely:—

“(i) advance of pay on the eve of important festivals”.

[No. F. 23/60/53/HS(2).]

P. J. MENON, Under Secy.

MINISTRY OF WORKS, HOUSING & SUPPLY

(Central Boilers Board)

New Delhi, the 29th July 1958

G.S.R. 684.—The following draft of certain further amendments to the Indian Boiler Regulations, 1950, which the Central Boilers Board proposes to make in exercise of the power conferred by section 28 of the Indian Boilers Act, 1923 (5 of 1923), is published as required by sub-section (1) of section 31 of the said Act, for the information of all persons likely to be affected thereby; and notice is hereby given that the said draft will be taken into consideration on or after the 15th October, 1958.

Any objection or suggestion which may be received from any person with respect to the said draft before the date so specified will be considered by the Central Boilers Board. Such objections or suggestions should be addressed to the Secretary, Central Boilers Board, Ministry of Works, Housing and Supply, North Block, New Delhi.

Draft Amendments

In the said Regulations,

1. After Regulation 56, the following regulation shall be inserted, namely:—

56-A. SEAMLESS CHROME-MOLYBDENUM STEEL BOILER AND SUPER HEATER TUBES FOR DESIGN STEAM TEMPERATURES NOT EXCEEDING 1200 DEGREE F. (6499 DEGREE C).

(i) **General.**—The provisions of this regulation apply to both Hot Finished and Cold Drawn seamless Boiler and Superheater Tubes which shall conform in all respects with the requirements herein specified.

(ii) **Material.**—The tubes shall be manufactured from steel produced by the open Hearth or Electric processes and shall conform to the following limits of chemical composition:—

Carbon	0.15% max.
Manganese	0.30 to 0.60%
Silicon	0.50% max.
Phosphorus	0.030% max.
Sulphur	0.030% max.
Chromium	1.90 to 2.6%
Molybdenum	0.87 to 1.13%

The Steel-maker shall prove to the satisfaction of the Inspecting Authority that the Steel is of the required Creep Strength.

(iii) **Heat Treatment.**—The tubes shall be fully annealed or normalised at a temperature selected by the Inspecting Authority.

(iv) **Workmanship and tolerance.**—The tubes shall be well finished, clean and free from harmful defects. They shall be reasonably straight, smooth, cylindrical and subject to the following tolerance before bending.

(a) **Diameter.**—The external diameter of the tubes measured at any point shall be within the following tolerances of the diameter specified:—

Type of Tube	Outside Diameter of Tube	Tolerance
Hot finished	Up to and including 21 in.	+ 1/64" — 1/32"
	Over 21 in.	+ 1% — 1%
Cold drawn.	All sizes	+ 0 — 1%

(b) **Thickness.**—The Thickness of the tubes shall be within the following tolerances:—

Type of Tube	Outside Diameter of Tube	Tolerance
Hot finished	Upto and including 2½ in.	+ 17½% — 7½%
	Over 2½ in.	+ 15% + 5%
Cold drawn.	All sizes	+ 10% — 5%

Where the ends of the tubes are swelled or reduced, the thickness at the ends may be decreased below or increased above the nominal thickness of the tubes by an amount in proportion to the percentage of such swelling or reduction, and in addition to this allowance, the tolerances relating to thickness shall also apply. Swelling or reduction shall be carried out before the heat treatment specified in Regulation 56-A(ii).

(c) **Length.**—The tubes shall be not less than the nominal length but may exceed it by the amount given below:—

Upto and including 30 ft.	1/8 in.
Over 30 ft.	1/4 in.

(v) **Selection of Tubes for testing.**—After heat treatment, the tubes shall be presented for mechanical testing in accordance with the Regulations 56-A (vi), 56-A(vii) and 56-A(viii), in batches of not more than 100 of the same nominal diameter and thickness. The manufacturer shall provide at his own expense extra tubes at the rate of 2 per cent. of each diameter and thickness of tube specified and the Inspecting Officer shall select for test such of the tubes as he may think proper to the extent of the percentage mentioned. Should the number of tubes specified of any one nominal size exceed 400 then, for every 100 tubes or part thereof above that number, one additional tube shall be provided. The samples for testing shall not be heat treated after Selection.

(vi) **Tensile Test.**—The material shall conform to the requirements as to tensile properties at room temperature as prescribed in Table below:—

The yield point shall be determined by the drop of the beam, by the halt in the gauge of the testing machine, by the use of dividers, or by other methods approved by the Inspecting Authority. When a definite yield point is not exhibited, the yield strength corresponding to a permanent offset of 0.2 per cent. of the gauge length of the specimen, or to a total extension of not more than 0.5 per cent. of the gauge length under load shall be determined.

TABLE OF TENSILE REQUIREMENTS

Tensile strength min, pounds per sq. in.	60,000
Yield point, min, pounds per sq. in.	25,000
Elongation minimum per cent on 2 in.	30

For longitudinal strip tests the width of the gauge section shall be 1 inch and a deduction for each 1/32 inch decrease in wall thickness below 5/16 inch from the basic minimum elongation of the following percentage

1.50*

*The following table gives the computed minimum values:—

Wall thickness inch	Elongation minimum percent on 2 inches
5/16 (0.312)	30.00
9/32 (0.281)	28.50
1/4 (0.250)	27.00
7/32 (0.219)	25.50
3/16 (0.188)	24.00
5/32 (0.156)	22.50
1/8 (0.125)	21.00
3/32 (0.094)	19.50

NOTE.—The above table gives the computed minimum elongation values for each 1/32 in. decrease in wall thickness. Where the wall thickness lies between two values shown above, the minimum elongation value shall be determined by the following formula:—

$$E = 48t + 15.00$$

where :

E = elongation per cent, on 2 inches and

t = actual thickness of specimen, in inches.

(vii) **Flattening Test.**—A ring not less than 2 inches in length cut from end of each selected tube shall be flattened between two parallel flat surfaces, the width of which shall be not less than $1\frac{1}{2}$ times the diameter of the tube. When the pressure is released, the interior surfaces of the test pieces (at the middle) shall remain at a distance apart of not more than three times the specified thickness of the tube and the test piece shall then show no sign of crack or flaw.

Flattening test carried out in accordance with any other standard code may be accepted in which case, the code adopted shall be specified.

(viii) **Expanding Tests.**—The tubes shall withstand expanding by a drift expander having a total included angle of between 40 degree and 60 degree (20 degree and 30 degree per side) to the following increases in external diameter without showing crack or flaw:—

Thickness of tube	Increase in Diameter per cent.
10 S.W.G. and thinner	12½
Thicker than 10 S.W.G. upto and including 6 S.W.G.	9½
Thicker than 6	6½

In lieu of expanding test as above, flaring test carried out in accordance with any other standard Code may be accepted in which case the Code adopted shall be specified.

(ix) **Additional Tests before rejection.**—Should a tube selected for testing purposes show definite signs of failure in any one or more of the tests specified in sub-regulations (vi), (vii) and (viii) of this Regulation, two further tests of the same kind may be made at the option of the manufacturer from two additional selected tubes. If the repeat tests are satisfactory, the tubes shall be accepted provided that in all other respects they fulfil the conditions of this standard. Should either of the tubes fail in any test, the batch of tubes represented may be re-heat-treated in accordance with sub-regulation (iii) and then retested in accordance with sub-regulations (vi), (vii) and (viii) of this Regulation but employing twice the number of test pieces.

If the second repeat tests are satisfactory, the tubes shall be accepted provided that in all other respects they fulfil the conditions of this standard; but if definite defects are again shown, the batch of tubes which the test pieces represent shall be rejected.

(x) **Hydraulic Test.**—Each tube shall be tested at the maker's works by hydraulic pressure in accordance with the following table governing the relation between the test pressure and the design pressure to which the tube will be subjected in service.

Design pressure lb/sq. in.	Hydraulic test pressure lb/sq. in. minimum.
500 or less	1000
Above 500 but not exceeding 1,000	Twice the design pressure.
Above 1000	1000 above the design pressure.

In all cases the tensile stress (S) on the material when under these tests shall not exceed 10 tons per sq. in. as determined by the formula:—

$$S = \frac{DP}{2t}$$

Where D = outside diameter of tube in inches.

P = test pressure in tons per sq. in.

t = nominal thickness of tube wall in inches.

2. For clause (a) of regulation 338, the following clause shall be substituted, namely:—

“(a). The working pressure of the tubes shall be determined by the following formula :—

$$W.P. = \frac{2f(T-C)}{(D-T+C)}$$

Where T = Minimum thickness of tube in inches, that is, nominal thickness less the permissible negative tolerances.

C = 0.04 for values of W.P. upto and including 1000 lbs. per sq. in.

= 0.035 for values of W.P. over 1000 and upto and including 1500 lbs. sq. in.

= 0.025 for values of W.P. over 1500 lbs. per sq. in.

W. P. = Working pressure of boiler in lbs. per sq. in.

D = External diameter of tube in inches.

f = Permissible stress for the material of the tube in lbs. per sq. in. at the working metal temperature (see table below)

The working metal temperature shall be taken as :

a. For integral economiser tubes, the maximum water temperature for which the part of the element is designed plus 20° F.

b. For furnace and boiler tubes, the saturation temperature corresponding to the working pressure plus 50° F.

- c. For convection superheater tubes, the maximum steam temperature for which the part of the element is designed plus 70° F.
- d. For radiant superheater tubes, the designed maximum steam temperature plus 90° F.

Permissible stresses at Working metal temperature for tubes

Working Metal Temperature	Carbon Steel Tubes Ultimate Tensile Strength 20 tons/sq. in. minimum [See Reg. 36(a)]	Half per cent Molybdenum Steel Tubes. (See Reg. 48)	1% Chromium ½% molybdenum Steel Tubes (See Reg. 53)	2½% Chromium 1% Molybdenum Steel Tubes (See Reg. 56A)
Degree F.	Lbs./sq. in.	Lbs./sq. in.	Lbs./sq. in.	Lbs./sq. in.
650	11,200	15,500	15,500	15,000
700	10,800	15,500	15,500	15,000
750	10,100	15,500	15,500	15,000
800	9,000	14,750	15,250	15,000
850	7,500	14,000	14,600	14,400
900	6,000	12,600	13,200	13,100
925 . . . . .	..	11,200	12,200	12,000
950 . . . . .	..	9,000	11,200	11,000
975 . . . . .	..	7,000	9,250	9,400
1000 . . . . .	..	5,200	7,500	7,800
1025 . . . . .	..	..	5,800	6,800
1050 . . . . .	..	..	4,500	5,000
1075 . . . . .	..	..	..	5,000
1100 . . . . .	..	..	..	4,200
1125 . . . . .	..	..	..	3,600
1150 . . . . .	..	..	..	3,000
1175 . . . . .	..	..	..	2,500
1200 . . . . .	..	..	..	2,000

Values of stresses for intermediate temperatures may be determined by linear interpolation. "

3. For clause (b) of Regulation 338, the following clause shall be substituted, namely:—

"(b) In no case, however, shall the thickness of tubes as supplied be less than those given in the table below [subject to tolerance Regulations 36(d), 43(d), 48(c) 53(c), 56-A(iv)]:—

Outside diameter in inches	Weldless tubes	
	Hot finished	Cold drawn
	SWG	SWG
Upto and including 1½"	11	14
Over 1½", upto and including 2"	10	13
Over 2", upto and including 3"	10	12
Over 3", upto and including 3½"	10	10
Over 3½", upto and including 4½"	9	9

In the case of coiled tubes for boilers of the forced flow or forced circulation type, the minimum thickness of tubes as supplied may, however, be as follows:—

Outside diameter of tubes in inches	Minimum thickness SWG.
Upto and including 1½"	16
Over 1½" upto and including 1¾"	15
Over 1¾" upto and including 1½"	13

4. For clause (c) of regulation 338, the following clause shall be substituted, namely:—

- (c) Where tubes are bent, the resulting thickness of the tubes at the thinnest part shall not be less than that required for straight tubes, unless it can be demonstrated by rupture tests that the method of forming the bend results in no decrease in strength at the bend as compared with the straight tube.

Bent tubes should also conform to the following tolerances regarding variation in diameter at the bend:—

- (i) For coils, the ovality should not exceed 12 per cent. of the outer diameter when the radius is not less than twice the outer diameter.
(ii) For tubes and pipes upto and including 4½ inches outside diameter the ovality should not exceed 4 per cent. of the outer diameter of the tube or pipe."

5. For regulation 514, the following regulation shall be substituted, namely:—

"514. **Tubes: Working Pressure.**—The working pressure of the tubes shall be calculated in accordance with Regulation 338, but the working metal temperature shall be taken as the maximum water temperature for which the element is designed plus 20° F.

[No. S.&P.II/BL-304(15)/53-Part II.]

M. N. KALE, Secy.

MINISTRY OF FOOD AND AGRICULTURE

(Department of Agriculture)

New Delhi, the 29th July 1958

G.S.R. 685.—In pursuance of clause 3 of the Fertiliser (Control) Order, 1957, and in partial modification of this Ministry's Notification No. 12-105/56-M, dated the 12th July, 1957, the Central Government hereby fixes the prices specified in column III of the Schedule below as the maximum prices at which fertilisers specified in the corresponding entry in column II of the said Schedule may be sold in the State of Madras excluding the district of Kanyakumari by a manufacturer or a dealer to a cultivator.

SCHEDULE

I	II	III
Item No.	Name of Fertiliser	If sold for use to a cultivator (Rs. per ton)
1.	Ammonium Sulphate	390/80
2.	Ammonium Sulphate Nitrate	452/90
3.	Urea	751/60
4.	Calcium Ammonium Nitrate	360/20

Explanation.—The above prices are inclusive of sales tax.

[No. F.12-105/56-M (Pt. II).]

D. RAMIAH, Dy. Secy.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

(Department of Transport)

(Transport Wing)

PORTS

New Delhi, the 4th August 1958

G.S.R. 686.—In exercise of the powers conferred by sections 33, 35, 46 and 47 of the Indian Ports Act, 1908 (15 of 1908) and in supersession of the notification of the Government of India in the Ministry of Transport No. S.R.O. 2757, dated

the 17th November 1956, the Central Government hereby makes the following rules for the Port of Cochin.

RULES

Fees and charges shall be levied at the Port of Cochin in accordance with the Schedule annexed hereto which is applicable to the circumstances of the case.

Applications for refund of fees or charges paid shall not be considered unless submitted in writing to the Port Authority within six calendar months from the date of first payment. No refund shall be made unless the amount refundable is one rupee or more.

This notification shall take effect on and from the 9th October, 1958.

SCHEDULE

SECTION I—PORT DUES

<i>Schedule</i>		
Vessels chargeable (Sea-going vessels of 15 tons and upwards)	Rate of Port dues per ton	Frequency of payment in respect of the same vessel
I. Foreign vessels—		
(a) Vessels engaged in trade with the Straits Settlements or Ceylon.		
(i) Ships	Nineteen naye paise.	The payment of the due at the Port will exempt the ship or steamer for a period of sixty days from liability to pay the due again.
(ii) Steamers	Do.	Do.
(b) Other vessels—		
(i) Ships	Do.	The due is payable on each entry into the Port.
(ii) Steamers	Do.	Do.
II. Coasting vessels—		
(i) Ships	Eight naye paise	The payment of the due at the Port will exempt the ship for a period of sixty days from liability to pay the due again.
(ii) Steamers	Nineteen naye paise.	The due is payable once in thirty days.

Explanations

In this Schedule:

- (a) 'Ship' means a vessel propelled solely by wind power and 'Steamer' means any vessel other than a ship;
- (b) 'Coasting Ship' and 'Coasting Steamer' mean respectively, a ship or steamer which at the Port of Cochin discharges cargo exclusively from, or takes in cargo exclusively for any port on the continent of India or in Burma or in the Island of Ceylon, and 'Coasting Steamer' includes a coasting steam vessel having a general pass under section 164 of the Indian Sea Customs Act, 1878.
- (c) 'Foreign Ship' or 'Foreign Steamer' means respectively, a ship or steamer not being a coasting ship or coasting steamer;

Provided that, for the purpose of the levy of port dues, a vessel shall not be deemed, during one and the same voyage, to be both a coasting ship or steamer and a foreign ship or steamer, but port dues shall, in respect of such voyage, be leviable on such vessels either as a coasting or as a foreign ship or steamer whichever rate is the higher.

Exceptions:

1. (i) A vessel entering the Port of Cochin in ballast and not carrying passengers shall be charged with port dues at three-fourth of the rate with which she would otherwise be chargeable; and

(ii) When a vessel enters the Port of Cochin, but does not discharge or take in any cargo or passengers therein (with the exception of such non-shipment and reshlpment as may be necessary for purpose of repair) she shall be charged with a port due at half the rate with which she would otherwise be chargeable.

SECTION II FEES FOR PILOTAGE AND OTHER ATTENDANT SERVICES**1. Pilotage**

	Scale of fees payable	Remarks
	Rs. nP	
1. Steamers—		
(a) For pilotage outward	0.66	Per registered ton subject to a minimum of Rs. 30/- per Steamer.
(b) For pilotage outward	Do.	Do.
(c) For either inward or outward pilotage between 6.30 p.m. and 9 p.m.	37.50	In addition to the fee payable under (a) or (b).
(d) For either inward or outward pilotage between 9 p.m. and 6 a.m. and also for pilotage which commences before 9 p.m. and extends beyond midnight.	75.00	Do.
2. Other vessels—		
(e) Vessels in cargo (for pilotage inward or outward).	0.12	Per registered ton.
(f) Vessels in ballast (for pilotage inward or outward)	0.06	Do.

NOTES 1.—In the above table, 'steamer' means any vessel other than a vessel propelled solely by wind power.

2. The Administration Officer, Cochin Harbour, may, in special cases, remit the whole or any portion of the fees leviable in accordance with items (c) and (d) above.

II. For boats employed for the stern fasts of a steamer. Rs. nP
6.75 Per boat

III. Detention Charges on steamers

(i) For cancellation of a requisition for the services of a pilot with less than one hour's notice to the Deputy Conservator.	45.00
(ii) For detention of a pilot by a steamer for more than thirty minutes beyond the time for which the requisition was made.	
For the first hour or part thereof	45.00
For every subsequent hour or part thereof	25.00

NOTES:—1. In cases where a pilot boards a steamer but has to return on being informed that his services are not required, "cancellation charges" specified in sub-item (i) above shall be levied.

2. If a pilot is made to wait for more than 30 minutes after boarding the steamer and is informed that his services are not required 'detention charges' specified in sub-item (ii) shall be levied in addition to 'cancellation charges'

specified in sub-item (i) above, provided that the Deputy Conservator may, at his discretion, waive the whole or part of the 'detention charges' so incurred, if the pilot is made to wait on board the steamer owing to circumstances beyond the control of the Master of the Steamer, and if the pilot certifies to that effect in writing.

SECTION III—BERTH HIRE

Rates of Berth Hire

	Rs.	nP
I. Steamers—		
(i) Occupying a wharf berth or a stream berth	75.00	Per steamer per day or part of a day
(ii) Anchoring with their own gear anywhere in the dredged area and deep water channels navigated by sea going vessels.	7.50	Per vessel per day or part of a day subject to a minimum of Rs. 30.00 per vessel.
II. Sailing vessel.		
(i) Occupying a wharf berth or a stream berth	45.00	Per vessel per day or part of a day.
(ii) Occupying a low wharf berth or jetty at Willingdon Island.	22.50	Per vessel per day or part of a day.
(iii) Anchoring with their own gear, anywhere in the dredged area and deep water channels navigated by seagoing vessels.	7.50	Per vessel per day or part of a day, subject to a minimum of Rs. 30.00 per vessel.

NOTES:—1. A day shall be reckoned as 24 hours from the time mooring in a berth or anchoring is completed.

2. (a) A steamer shifting from a stream berth to a wharf berth or *vice versa* shall be liable to pay the fees chargeable for the original berth calculated, for the entire period the vessel is in port.

(b) A sailing vessel shifting from a low wharf berth to a stream or wharf berth or *vice versa* shall be liable to pay the fees chargeable for the stream or wharf berth as the case may be, for the day of shifting.

3. Country sailing craft anchoring with their own gear in the areas set apart for them by the Conservator of the Port shall not be charged any berth hire.

	Rs.	nP
III. Shifting and Re-mooring of Vessels.		
(a) For shifting a steamer to another berth	45.00	Per steamer
(b) For remooring a steamer.	30.00	Do.

NOTE:—1. When a moored steamer is shifted for the convenience of the Port, no shifting or remooring fee shall be charged when a moored steamer is shifted and remoored for its own convenience or for the convenience of another steamer, the steamer for whose convenience the shifting takes place shall pay the shifting and remooring fees.

2. When a steamer which has to land or ship goods at the wharf not exceeding 100 tons is shifted from a stream berth to a wharf berth or *vice versa*, no fees shall be charged for shifting and remooring the steamer on the first occasion but on subsequent occasions fees at the rate prescribed above shall be charged.

3. These charges are in addition to 'berth hire' specified in items I and II above.

4. Shifting as applied to sailing vessels shall be between the fairway buoy and sailing vessels anchorage of Fort Cochin wharf. Beyond these points within the harbour they shall proceed only under tow with the permission of the Deputy Conservator, no pilot being required.

SECTION IV—FEES FOR THE SUPPLY AND USE OF CRANES AT THE WHARF

I. *Cranage charges against importers or shippers*(I) *On cargo paying wharfage*

	Rs.	nP.	
(i) For lifts upto and inclusive of 1½ tons each.	0·80		Per ton or part thereof per hoist.
(ii) For lifts exceeding 1½ tons but not exceeding 10 tons each.	0·20		Per ton or part thereof per hoist.

Provided that cranage charges will not be levied for the operation of landing or shipment if incurred by importers or shippers.

(2) *On cargo paying wharfage*

	Rs.	nP.	
(i) Cranes of 3 tons capacity or under, during day or night.	12·50		Per crane per hour or part thereof.
(ii) Cranes of over 3 tons capacity during day or night.	37·50		Per hour or part thereof

NOTE:—In the case of supply of cranes under item I(2) where no written notice of cancellation is received before commencement of the hire or where the crane is not utilised to full extent specified in the requisition, no refund of charges paid shall be allowed. If the Port does not of its own accord supply the crane or supplies it to a partial extent to suit its convenience, charges will be refunded to the extent of non-supply, provided the Traffic Manager certifies to that effect in writing in each case.

II. *Charges against Masters, Owners or Agents of vessels for loading or un-loading of vessels berthed at the wharf frontage*

	Rs.	nP.	
(a) Cranes of 4 tons capacity or under during day or night.	3·00		Per hour or part thereof per crane requisitioned by each applicant and supplied subject to a minimum charge of Rs. 10·00 per crane
(b) Cranes of over 3 tons capacity during day or night.	15·00		Per hour or part thereof per crane requisitioned by each applicant and supplied subject to a minimum charge of Rs. 60·00 per crane

NOTE:—A charge of Rs. 10·00 per crane in the case of cranes of 3 tons capacity and under, and Rs. 6·00 per crane in the case of cranes of over 3 tons capacity will be recovered if a requisition is cancelled in writing before the commencement of the period of hire provided that the Traffic Manager may at his discretion waive this charge if the notice of cancellation is received before action has been taken by the Port to comply with the requisition. In cases where no written notice of cancellation is received before the commencement of the period of hire or where the crane is used only for a portion of the period applied for, charges payable for the full period of requisition will be recovered. If the Port is unable to supply the cranes to suit its convenience, either for the entire period of requisition or for a part thereof, no charges will be made for the period of non-supply, provided the Traffic Manager certifies to that effect in each case.

III. *Hire for other purposes*

	Rs.	nP.	
(a) Cranes of 3 tons capacity or under during day or night.	4·00		Per crane per hour or part thereof subject to a minimum charge of Rs. 16·00 per crane from each person requisitioning their use.
(b) Cranes of over 3 tons capacity during day or night.	4·00		Per crane for the first hour or part thereof and Rs. 20·00 for every subsequent hour or part thereof from each person requisitioning their use.

NOTE:—A charge of Rs. 16.00 per crane in the case of cranes of 3 tons capacity and under and Rs. 40.00 per crane in the case of cranes of over 3 tons capacity will be recovered if a requisition is cancelled in writing before the commencement of the period of hire provided that the Traffic Manager may at his discretion waive this charge if the notice of cancellation is received before action has been taken by the Port to comply with the requisition. In cases where no written notice of cancellation is received before the commencement of the period of hire or where the crane is used only for a portion of the period applied for, charges for the full period of requisition will be levied. If the Port is unable to supply the crane(s) to suit its convenience, either for the entire period of requisition or for a part thereof, no charges will be made for the period of non-supply, provided the traffic Manager certifies to that effect in each case.

IV. Conditions for the supply and use of cranes in general

1. The working hours of cranes shall be from 8 A.M. to 12 NOON and from 1 P.M. to 5 P.M. and from 6 P.M. to 10 P.M. and from 11 P.M. to 3 A.M. Work beyond these hours allowed by the Traffic Manager as a special case will be charged for at the usual rates.

2. The hire charges will commence from the time the cranes are made available for use.

3. The Port shall only man and work the cranes. The labour for slinging and unslinging the cranes except in the case of hire to Masters, Owners or Agents of vessels for loading and unloading of vessels shall be supplied by the users concerned.

4. Requisitions for cranes shall be made out in duplicate in the prescribed form signed by the hire concerned showing the number and description of cranes required, from what time, and for how long, or for handling how much quantity etc., and delivered to the Wharf Superintendent. Applications for work during day must reach the Wharf Superintendent not later than 3 P.M. on the previous day and for work during night not later than 2 P.M. on the same day, if it is a working day, otherwise not later than 3 P.M. on the previous working day. If requisitions are received after the prescribed time, the crane may be supplied only if available.

5. When cranes are required for longer period than requisitioned for, a fresh requisition shall be submitted at least one hour before the expiration of the period mentioned in the original requisition.

6. It is the responsibility of the hirer to see that loads greater than their marked lifting capacities are not put on the cranes.

7. Under no circumstances whatever shall cranes be employed for the purpose of breaking up or removing goods from under the coamings.

8. The crane shall be used alone and no other lifting gear shall be used in conjunction with it on any one lift without prior permission in writing of the Traffic Manager.

9. Ship's officers must see that the Port's cranes work quite clear of ship's gear and of all obstructions.

10. For purposes of levy of charges as detailed above, the capacity of a crane shall be determined by the capacity of the hook actually used for working the crane as certified by the Wharf Superintendent. If, however, a hook different from the one requisitioned by a party is supplied to suit the Port's convenience charges applicable to the hook requisitioned shall alone be recovered.

11. The Port shall not be responsible to the hirer or any person for any loss or damage arising directly or indirectly from the use of the cranes during the period of supply of hire. The hirer shall indemnify the Port against all loss or damage, except loss or damage due to fair wear and tear.

12. When cranes are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges will be calculated as if the hire was for a continuous period by totalling up the broken periods of work instead of rounding off each spell of work separately.

SECTION V CHARGES FOR THE SUPPLY AND USE OF THE FLOATING CRANE 'ST. GEORGE.'

(a) For landing or shipping at the wharf or of goods to or from the wharf, or in the Mattancherry channel :

Rs. nP.

- | | | |
|---|-------|--|
| (i) For lifts not exceeding 10 tons | 6.20 | Per ton of 20 cwts. or part thereof subject to a minimum of Rs. 62.50. |
| (ii) For lifts exceeding 10 tons but not exceeding 30 tons. | 14.00 | Per ton of 20 cwts or part thereof. |

NOTE:—If in any special case the Port agrees to handle lifts exceeding 20 tons, the charges therefor shall be levied at Rs. 18.75 per ton of 20 cwts. or part thereof.

- | | | |
|--|--------|---------------------------|
| (b) For lifts temporarily landed and shipped or shifted during landing and shipping operations, the period of use being reckoned from the time the crane is engaged till its release as recorded in crane's log. | 65.00 | Per hour or part thereof. |
| (c) For any operation within Port limits other than those under (a) and (b) above, the period of hire being reckoned from the time the crane is made available till its release, as recorded in the crane's log. | 225.00 | Per hour or part thereof. |

NOTES:—(1) No charges shall be levied for the use of the floating crane for handling wharf heavy lifts during the operation of landing or shipping, i.e., unloading from pontoon to wharf in the case of import cargo and loading from wharf to pontoon in the case of export cargo.

(2) For work at night, or on Sundays and other holidays declared in this behalf by the Administrative Officer, an extra charge of Rs. 14.00 per hour or part thereof subject to a minimum of Rs. 65.00 for work during day or night will be levied.

(3) Extra charges for "work at night or on Sunday and other holidays" shall be levied for the whole period the crane is at the disposal of the hirer.

(4) If the crane is kept idle on requisition to suit Port's convenience and extra charges accrue for night, Sunday or holiday work on this account, the extra charges shall be waived. Each case will be decided on its merits by the Administrative Officer.

(5) For the calculation of the detention period, the different periods of detention shall be totalled up and charges levied accordingly instead of each period being rounded off separately.

(6) If the crane is used beyond Port limits, fee shall be charged at such rates as may be fixed by the Administrative Officer in each particular case.

(7) For services of the tug engaged for towing the floating crane within Port limits no extra charges will be made.

Conditions of Hire

1. The Port shall only man and work the crane, the labour required for handling the cargoes being supplied by the parties concerned. Labour can be supplied by the Port, if so desired at rates to be fixed by the Traffic Manager.

2. The crane and slings shall be supplied subject to the condition that the Port shall have no responsibility for any loss of or damage or injury to life or property which may be directly or indirectly due to the falling of the crane or slings at any stage, or any act or default of any employee of the Port or any other person, and the hirer shall indemnify the Port against claims for all loss or damage except loss or damage due to fair wear and tear.

3. Except where the Traffic Manager in his discretion decides otherwise, the crane shall ordinarily be supplied according to priority of requisition.

4. Requisition for the use of the crane shall be made in the prescribed form and shall reach the Traffic Manager during working hours at least 24 hours before the time it is required.

5. When a requisition for the crane is cancelled the following fees shall be charged, provided that no such fees shall be levied if a written notice of cancellation is received by the Traffic Manager clear 24 hours before the time from which the crane was requisitioned.

- (i) If a requisition is cancelled in writing, within 24 hours preceding the time from which the crane was requisitioned, a fee of Rs. 62.50 shall be charged.
- (ii) If a requisition is cancelled after the time from which the crane was requisitioned, a fee of Rs. 12.50 per hour or part thereof subject to a minimum of Rs. 62.50 shall be charged from the time for which the crane was requisitioned till the return of the crane to its moorings or the time of receipt of the cancellation whichever is earlier.
- (iii) In the case of a requisition not being cancelled or the crane not being used at all a fee of Rs. 12.50 per hour or part thereof subject to a minimum of Rs. 125.00 shall be charged from the time for which the crane was requisitioned till its return to its moorings as recorded in the crane log.

NOTES:—(a) In cases where the Port's convenience is involved the fees prescribed in sub-rules (i), and (ii) above shall not be charged, provided a certificate to that effect is issued by the Traffic Manager in each case.

(b) Only the minimum prescribed under rule 5(ii) or (iii) above shall be charged in case the crane has not left its moorings.

6. In cases where the Port for any reason, is unable to supply the crane as per requisition to suit its convenience, either for the full period of the requisition or for a part thereof, no charges will be made for the period of non-supply provided a certificate to that effect is issued by the Traffic Manager in each case.

7. When the floating crane is kept idle on requisition for a continuous period of more than 30 minutes a charge of Rs. 14.00 per hour or part thereof will be made for such period of idling.

8. The normal working hours for the crane shall be during a day from 8 A.M. to 12 noon and from 1 P.M. to 5 P.M. and during night from 6 P.M. to 10 P.M. and from 11 P.M. to 3 A.M. Work beyond these hours if allowed by the Traffic Manager as a special case will be charged for at the usual rates. Any work done during 6 P.M. to 6 A.M. will be treated as night work.

9. Lifts shall be placed in a position clear of all other cargo on the vessel or on shore, as the case may be, so that the jib of the crane can be swung vertically above the lifts.

10. The Port Official in charge of the crane may refuse to work the crane if, in his opinion safe and proper precautions are not being taken.

11. Fees for the supply and use of slings shall be charged for separately at the prescribed rates.

SECTION VI.—HIRE RATES FOR THE USE OF THE PORT'S DRY DOCK BY VESSELS NOT BELONGING TO THE PORT

The rate shall be :—

	Rs. nP.
(i) for the first day	1,150.00
(ii) for every succeeding day or part thereof	400.00

NOTES:—1. 'Day' shall mean the period from 6 A.M. on one day to 6 A.M. on the following day.

2. For docking or undocking on a Sunday or other holiday prescribed in this behalf by the Administrative Officer, Cochin Harbour, an extra charge of Rs. 50.00 per vessel shall be levied.

3. After 20 days' use of the dock by any vessel the Mechanical Superintendent, Cochin Harbour, may increase the rate of charge.

4. Applications for the use of the dock must state the period for which it is required. Should the period granted be exceeded, the rate of charge may be increased at the discretion of the Mechanical Superintendent, Cochin Harbour.

5. When the dock is used by two or more vessels at the same time, the hire charges will be distributed among all the vessels using the dock in the proportion to be decided by the Mechanical Superintendent, whose decision in the matter shall be final.

Condition of Hire

1. (i) Ordinarily the hours between which vessels may enter the dock for dry docking shall be from 7-30 A.M. to 12 Noon. These times permit of the pumping out of the dock, setting of the vessels on the keel blocks and shoring up within daylight hours.

(ii) The hours between which vessels may leave the dock after floated shall be from 11 A.M. to 4-30 P.M. which permits of the filling of the dock and refloating of the vessels within daylight hours.

(iii) In special cases, however, docking or undocking out of these hours will be permitted by arrangement provided that an additional charge of Rs. 50.00 per vessel is paid to meet the cost of overtime for the staff, and provided further that suitable lighting and other arrangements for the purpose are made by the hirers at their expense.

2. The period of a vessel's occupation of the dock shall count from the time the dock gates are closed after the vessel has entered. The period of occupation ends when the vessel has cleared the dock entrance when leaving.

3. The rates prescribed include the charges for all shore labour and materials necessary for arranging the keel blocks before occupation, for pumping out and flooding the dock, closing and opening the gates and for the use of such blocks, shores and staging as are available. The vessel shall provide at its own expense all materials such as ropes etc. and labour for shifting blocks or shores or for other purposes. Block, shores and staging which are cut or destroyed shall be charged for according to the damage done.

4. Applications for the use of the dock shall be made to the Mechanical Superintendent, Cochin Harbour, in the form hereunto annexed. The applicant will be notified by the Mechanical Superintendent if the vessel can be accepted and if so, on what date and for what period.

5. After a vessel has been accepted and before it can be placed in the dock, the charges payable should be deposited with the Chief Accountant, Cochin Harbour.

6. The deposit made in respect of any vessel under condition 5 shall be liable to be forfeited, in whole or in part at the discretion of the Mechanical Superintendent in the event of the vessel not being ready to be docked or not using the dock, on the day notified under condition 4 for the admission of the vessel into the dock. In the event of the vessel being refused admission into the dock by reason of its failure to comply with any of the provisions of condition 7, all the expenses incurred by the Port in respect of the docking of such vessel shall be borne by the vessel.

7. Prior to the time regulated for the admission of any vessel into the dock, the following arrangements must be carried out by the hirer on board the vessel in consultation with the Mechanical Superintendent:—

- (a) Suitable hawsers and heaving lines should be in readiness on each side, fore and aft, and a gentline rove for masthead pendants.
- (b) The vessel should be upright and as nearly as possible on an even Keel and the bilges shall be perfectly dry, fore and aft and kept so. All side and stern posts shall be shut.
- (c) The ballast tanks should either be pressed full with their doors properly secured or pumped quite dry with their doors off ready for inspection if so required by the Mechanical Superintendent.

- (d) All the vessel's water closets and latrines should be thoroughly cleaned and securely fastened up before the vessel enters the dock and no use whatever should be made of them whilst the vessel is in the dock. If the water closets and latrines are used while the vessel is in dock a charge of Rs. 50-00 shall be payable for damages caused to the dock thereby.
- (e) If so required by the Mechanical Superintendent, the awnings should be furled.
- (f) If so required under the provisions of any regulations relating to plague or other infectious or contagious diseases, the vessel should be fumigated by the parties before being docked.
- (g) No vessel carrying petroleum in bulk as cargo on board shall be allowed to enter the Dry Dock until the Master produces a certificate granted by a competent officer appointed by the Government in this behalf under the provisions of the Petroleum Rules 1937, to the effect that such officer has examined the tanks with the aid of a vapour testing instrument and that the vessel is free from dangerous vapour and is in a fit state to enter the Dry Dock.
- (h) Vessels other than a vessel carrying petroleum in bulk as cargo on board requiring repairs to their fuel tanks or on any fitting attached thereto, shall not be allowed to enter the Dry Dock unless an Officer, duly authorised in this behalf under the provisions of the Petroleum Rules 1937, is satisfied that the tanks have been made gas-free and certifies to that effect in writing.
- (i) The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of officer-in-charge of the dock, extra hands are required on board, they should be provided at the expense of the hirers.
- (j) If, on inspection the Mechanical Superintendent finds that any of the above arrangements has not been duly carried out, the vessel may be refused admission into the dock.

8. If before the expiry of the period for which use of the dock was granted, the Mechanical Superintendent is satisfied on written application made to him in that behalf that, owing to circumstances unforeseen or beyond control, work which can be done only in the dock cannot be completed within the said period he may allow such extension of time as may be necessary and reasonable.

9. If any vessel does not leave the dock at the expiry of the period for which use of the dock was granted under condition 4 or extended under condition 8, whether the repairs or other works on such vessel have or have not been completed, the Mechanical Superintendent may, upon giving twenty four hours' notice to the hirers, flood the dock and let out or cause to be removed the said vessel or admit any other vessel thereto, and any loss or damage sustained by any vessel by reason of such action shall be exclusively borne by the hirers in addition to all the expenses incurred by the Port in so removing the vessel including the cost of making the vessel water-tight.

10. No person shall boil or heat pitch, tar or other combustible matter or light a fire near the dock except at the places which may be provided for the purpose.

11. The cost of deodorising and pumping bilge water and water admitted to dilute bilge water, out of the dock and of all labour employed in removing from the dock, debris, garbage and scrapings from the ship's bottom shall be borne by the hirers.

12. The Port authority accepts no responsibility whatever for any detention occasioned to vessels making use of the dock.

13. The hirers shall be responsible for any injury, caused by the works or their workmen to any person, animal or thing and shall indemnify and hold the Port Authority harmless in respect thereof and also in respect of any claim which may be made by any person in the employ of the hirers for damage or injury. The hirers shall also make good the cost of any damage, repairs or loss to the dock, its appurtenances, plant, gear, tackle, etc., by the vessel, the works of workmen, arising directly or indirectly in the course of the hire.

Application for the use of the Port's Dry Dock

(In triplicate)

1. Name and address of the applicant.
2. Name and description of vessel.
3. Period for which the use of the dock is required. From..... To.....

I/We have read the conditions and the prescribed scale of rates for the dock and agree to be bound by all the provisions thereof.

Before the vessel is undocked I/we shall satisfy myself/ourselves that all sea cocks, bilge, holes and other apertures, in the vessel's bottom are securely closed.

Date.....

Sd.....

Endorsement by the Mechanical Superintendent

Period for which the use of the dock is granted. From..... To.....

N.B.—The dates allowed for the use of the dock do not bind the undersigned in any way. All that is implied is that he will do his best to give the use of the dock on the dates named or as soon afterwards as practicable, consistent with other engagements.

Dated.....

Sd.....

Mechanical Superintendent.

Signature of the applicant in token of acceptance of the above, with date.

SECTION VII

A. *Overtime fees payable by vessels working at the Willingdon Island Wharves and the Oil Tanker Berth Jetty in Ennakulam Channel.*

Item No.	Period and description of work	Charges leviable
(i)	Work during recess hours by day including Sundays and holidays	} Rs. 5.00 per staging port-hole or hook (crane derrick).
(ii)	Night work including work done during recess hours by night per hour or part thereof.	
(iii)	Work on Sundays and holidays.	
	(a) For work during the period 6 A.M. to 12 NOON or 12 NOON to 6 P.M. during day or from 6 P.M. to 11 P.M. or 11 P.M. to 6 A.M. during night not exceeding 4 hours including recess hours	Rs. 50.00 per vessel.
	(b) For work during the period 6 A.M. to 12 NOON or between 12 NOON to 6 P.M. during the day or from 6 P.M. to 11 P.M. or 11 P.M. to 6 A.M. during night exceeding 4 hours including recess hours	Rs. 100.00 per vessel.

N.B.—The charges mentioned in item (ii) will be in addition to the charges specified in items (i) and (ii) above.

NOTES:—1 (a) Applications in the prescribed form for work at night or working days must reach the wharf Superintendent in writing not later than 2 P.M. the same day.

(b) Applications for work on Sundays and holidays including work at night on these days must reach the Wharf Superintendent in writing not later than 3 P.M. the previous working day.

(c) Applications in the prescribed form for work during recess hours must reach the Wharf Superintendent in writing not later than 2 hours before the time the recess hour work is required.

(d) Working during recess hours will be allowed only in very exceptional circumstances and at the sole discretion of the Traffic Manager.

2. Any work done between 6 P.M. and 6 A.M. shall be treated as night work and charges shall be levied irrespective of the hour at which night work commences, as if it commenced from 6 P.M.

3. The minimum period for which overtime work shall be applied for and charged shall be four hours per hook in the case of recess or night work on working days and four hours for work on Sundays and holidays.

4. (a) Advices in writing cancelling the night work applied for either wholly or in part must reach the Wharf Superintendent by 4-30 P.M. the same day in the case of working days, and by 4-30 P.M. the previous working day in the case of night work on Sundays and holidays. Otherwise overtime fees for the full night work applied for shall be levied.

(b) Advices in writing cancelling the work during day on Sundays and holidays applied for must reach the Wharf Superintendent by 4-30 P.M. the previous working day. Otherwise overtime fees for a period exceeding four hours shall be charged, provided that only fees for a period of 4 hours shall be levied, if an advice in writing cancelling the application is received by the Wharf Superintendent before 12 noon on the day for which the work was required.

(c) Advices in writing cancelling the recess hour work applied for must reach the Wharf Superintendent not later than one hour before the time the recess hour work was required. Otherwise charges shall be levied for the full period requisitioned.

(d) In cases where the Port's convenience is involved, the levy of overtime fees as stipulated in (a) and (b) above shall not be made provided a certificate to that effect is issued by the Traffic Manager in each case.

5. For the purpose of these rules, 'holiday' means any day declared to be a holiday in this behalf by the Administrative Officer, Cochin Harbour, and 'recess hours' means the hours between 3 P.M. and 8 A.M., and 12 Noon and 1 P.M., and 5 P.M. and 6 P.M., and 10 P.M., and 11 P.M.

6. When the working of a vessel is interrupted or delayed for port's convenience, fees shall be levied only for the hours actually worked, fractions of an hour in the total being calculated as one hour, subject, however, to the minimum payable under Note 3 above.

B. Overtime fees for delivery of Import Cargo from or admission of Export Cargo into the Wharf premises on Willingdon Island on Sundays, Holidays and Out of Working hours on Working Days.

Item No.	Prescription of work	Charges leviable
1.	For overtime work done out of working hours on working days.	Rs. 12.50 per hour or part thereof subject to a minimum of Rs. 25.00 from each applicant.
2.	For overtime work on Sundays and holidays.	Rs. 25.00 per hour or part thereof subject to a minimum of Rs. 50/- from each applicant.

NOTES:—(1) Applications in the prescribed form for delivery of Import cargo or admission of export cargo must reach the Wharf Superintendent.

(i) not later than 11 A.M. on the same day in the case of work between 12 Noon and 1 P.M. on working days.

(ii) not later than 4 P.M. on the same day in the case of work after 5 P.M. on working days, and

(iii) not later than 4 P.M. on the previous working day in the case of work, including night work, on Sundays and holidays.

(2) Overtime work shall not ordinarily be permitted between 3 a.m. and 8 a.m. except in very special circumstances and at the sole discretion of the Traffic Manager.

(3) Applications for overtime work shall be accompanied by the full amount of fees chargeable for such work but the Traffic Manager may, after obtaining guarantee for the payment of such amount allow such payment to be made within a week of the date of the submission of the bill.

(4) The overtime fees at the prescribed rates shall be paid by each applicant applying for such work, whether the services requisitioned are availed of or not.

(5) For the purposes of these rules, 'holiday' means any day declared to be a holiday in this behalf by the Administrative Officer, Cochin Harbour, and 'working hours' means 8 a.m. to 12 noon and 1 p.m. to 5 p.m.

SECTION VIII— OVERTIME FEES FOR EMPLOYEES OF THE PORT

Fees for the services of the Employees of the Port of Cochin, performed out of office hours or during holidays (hereinafter referred to as overtime work) shall be charged at the rate given below:—

Fees chargeable for work performed on			
Grade of employees	Working days and holidays prescribed by the Conservator of the Port from 6 p.m. to 6 a.m. on the next day.	On holidays prescribed by the Conservator of the Port from 6 a.m. to 9 a.m. and from 11 a.m. to 5 p.m. and on Saturdays from 1-30 p.m. to 6 p.m. if they are not holidays.	On Sundays and closed days from 6 a.m. to 6 p.m., from 6 a.m. to midnight from midnight to 6 a.m. on next day.
Employees drawing a pay of Rs. 120.00 or more per mensem but not exceeding Rs. 200.00 per mensem.	Rs. 2.25 per hour subject to a minimum of Rs. 11.25 if work finishes before midnight and Rs. 13.00 if work finishes after midnight.	Rs. 1.50 per hour or part thereof.	Rs. 3.00 per hour or part thereof subject to a minimum of Rs. 16.00.
Employees drawing a pay of Rs. 55.00 or more per mensem but less than Rs. 120.00 per mensem.	Rs. 1.12 per hour subject to a minimum of Rs. 5.62 if work finishes before midnight and of Rs. 6.75 if work finishes after midnight.	Rs. 0.75 per hour or part thereof.	Rs. 1.50 per hour or part thereof, subject to a minimum of Rs. 7.50.
Employees drawing a pay below Rs. 55.00 per mensem.	Rs. 0.19 per hour subject to a minimum of Rs. 1.50.	Rs. 0.19 per hour or part thereof.	Rs. 0.37 per hour or part thereof subject to a minimum of Rs. 1.50.

1. Closed holidays shall mean for purpose of these rules any holiday declared as such by Government.

2. The rates of fees chargeable shall be determined with reference to the actual pay drawn by the employee concerned.

3. Requisition for overtime work including work between the hours 9 a.m. and 11 a.m. on holidays shall be submitted to the departments concerned before 4 p.m. on the previous working day. If the requisitions do not reach in time, overtime work may be arranged only if practicable.

4. Requisition for overtime work shall be accompanied by the full amount of fees chargeable for such work except in the case of work between 9 a.m. and

11 a.m. on holidays prescribed by the Conservator which will be rendered free but the Conservator of the Port may, after obtaining guarantee for the payment of such amount, allow such payment to be made within a week of the date of which the overtime work was done.

5. When more than one vessel or merchant applies for overtime work, the fees payable for such work shall be distributed equally among them.

6. The fees chargeable for overtime work shall always be paid by the vessel or merchant applying for such work, whether the services requisitioned are availed of or not.

SECTION IX—MISCELLANEOUS CHARGES

1. Fees for the supply of fresh water to vessels

Rs. 3.00 per ton subject to a minimum of:

- (a) Rs. 20.00 per vessel in respect of country craft and vessels registered under the Cochin Harbour Craft Rules 1947, provided that the vessel does not take water alongside the Port's water barges; and
- (b) Rs. 60.00 in all other cases.

2. Fees for salvage of import and export cargo within the port

- (a) Where there is no risk of life 10 per cent *ad valorem* plus the authorised hire charges for any special plant used.
- (b) Where there is risk of life 20 per cent *ad valorem* plus the authorised hire charges for any special plant used.

NOTES.—1. In the case of goods liable to damage by water, the fees for salvage shall be recovered on the sale value or customs valuation as the case may be.

2. The decision of the Administrative Officer, Cochin Harbour, on whether risk of life was incurred in salvaging the goods or whether the goods were of the category mentioned in Note 1 above shall be final and binding on the parties concerned.

3. The usual landing and shipping fees shall also be leviable on salvaged cargo.

3. Charges for the Hire of Electric Lights at the Wharf

The rates shall be as follows :—

- (1) Cluster lights with a total maximum of 360 watts supplied for use by ships. Rs. 9.00 per cluster per night or part thereof.
- (2) Electric hand lamps supplied for use in wagons. Rs. 2.00 per hand lamp of 100 watts per night or part thereof.

NOTE.—Requisitions for supply of electric lights and lamps should be sent to the Wharf Superintendent.

4. Fees for the hire of weighing scales and for the issue of certificates of weights for wharf cargo

- (i) For hire of weighing scales. Re. 0.20 per ton per hour or part thereof.
- (ii) For issue of certificates of total tonnage of goods. Rs. 1.00 per hour or part thereof for weighing or measurement of the consignment (i.e., goods covered by one application) subject to a minimum of Rs. 4.00 per each certificate.

NOTES.—1. The attendant labour shall be supplied by the parties concerned in all cases.

2. Charges shall be levied in accordance with the above scale when it is necessary for the Port to weigh or measure goods e.g., for the purpose of assessing the amount of the landing and shipping fees payable in respect of the goods.

3. 'Day' means the period from 6 a.m. on one day to 6 a.m. on the next day.

4. No refund of hire charges shall be allowed in case a notice of cancellation of requisition is not sent to the Traffic Manager in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.

5. Fees for Measuring and surveying vessels.

Tonnage of vessels to be measured and surveyed.

	Fees leviable
	Rs. nP
Under 50 tons	7.00
50 tons or more but under 100 tons	11.00
100 tons or more but under 150 tons	15.00
150 tons or more but under 200 tons	19.00
200 tons or more but under 250 tons	23.00
250 tons or more but under 300 tons	27.00
300 tons and upwards.	30.00

6. Fees for the Transmission of Master's Service Messages by the Wireless Station on Willingdon Island.

(1) A fee of Re. 0.44 per word shall be levied for the transmission of Master's Service Messages by the Wireless Station on Willingdon Island in the Port of Cochin; and

(2) A fee of Re. 0.23 per word shall be levied for the reception of such messages by the said station.

7. Fees for the use of Weighbridge

(a) Weighment of cargo on the Port's 20 ton lorry weighbridge . Re. 0.50 per ton partthereof.

(b) For issue of weight certificate . Rs. 5.00 per certificate in addition to the charges at (a) above.

NOTES.—1. The weighbridge shall be used only for weighing lorries or carts with or without loads.

2. The fee under item 7(a) above shall cover the service of passing the cart or lorry both empty and loaded over the weighing platform. The fee under item 7(b) shall be payable in addition for the issue of a certificate showing both the tare and the loaded weight of the vehicle.

3. The Port will not supply labour for using the weighbridge, the necessary transport, labour etc. being arranged by the parties concerned.

4. The Port shall not be responsible to the hirer or any other person for any loss or damage or accidents arising directly or indirectly from the use of the weighbridge during the period of hire. The hirer shall indemnify the Port against all loss or damage due to reasonable wear and tear.

8. Charges for the use of the Port's pipelines for pumping bunker oil to ships.

A charge of Re. 0.75 per ton or part thereof shall be levied for the use of pumping and pipeline facilities provided by the Port in respect of oils bunkered to ships.

The Port shall not be responsible to the user or any other persons for any loss or damage or accidents arising directly or indirectly from the use of the pumping facilities and the pipelines during the period of use. The user shall indemnify the Port against all loss or damage except loss or damage due to reasonable wear and tear.

The owners, masters or agents of the vessel taking in bunker fuel oil shall also be responsible for the loss or damage caused due to any defect or negligence or failure of apparatus or appliances of the vessel.

[No. F.6B-PG(40)/57.]

Miss I. INDIRA, Under Secy.

